



England Coast Path Stretch: Bawdsey to Aldeburgh

Report BSA 2: Butley Ferry crossing (west side) to Orford Quay

Part 2.1: Introduction

Start Point:	Butley Ferry crossing (west side) (TM 3917 4811)
End Point:	Orford Quay (TM 4251 4952)
Relevant Maps:	BSA 2a to BSA 2l

2.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Bawdsey to Aldeburgh

2.1.2 This report covers length BSA 2 of the stretch, which is the coast between Butley Ferry and Orford Quay. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

2.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

2.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 2.2: Proposals Narrative

The trail:

Generally follows existing walked routes, including public rights of way, along most of this length.

2.2.1 Mainly follows the coastline quite closely and maintains good views of the sea.

2.2.2 Includes seventeen sections of new path. Seven along the west bank of the Butley on sections BSA-2-S002 to BSA-2-S008 (maps BSA 2a, 2b and 2c) and seven along the east bank on sections BSA-2-S028 to BSA-2-S034 (maps BSA 2e and 2f). Three sections of new path form the alternative route on the east side of the Butley between sections BSA-2-A013 to BSA-2-A015 (map BSA 2l).

2.2.3 Is aligned on the beach or foreshore at BSA-2-S031 and BSA-2-S032 (map BSA 2f) at The Cliff just north of Ferry Cottage.

2.2.4 Departs from the route of the Suffolk Coast Path between sections BSA-2-S001 and BSA-2-S017 (maps BSA 2a to 2d) on the west side of the Butley and from section BSA-2-S020 (map BSA 2d) in Chillesford until it rejoins in report 4 at Iken in order to be closer to the estuary or open sea.

Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

2.2.5 The following designated sites affect this length of coast:

- Alde-Ore Estuary Site of Special Scientific Interest (SSSI)
- Alde-Ore and Butley Estuaries Special Protection Area (SPA)
- Alde-Ore and Butley Estuaries Special Area of Conservation (SAC)
- Alde-Ore Estuary Ramsar

The following table brings together design features included in our access proposals to help to protect the environment along this length of the coast.

2.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
BSA 2a, 2b; 2e and 2f	BSA-2-S001 to BSA-2-S003 and BSA-2-S028	The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ Access to the trail and adjacent coastal margin on the west and east sides of the Butley River will be excluded from 1 September to 31 March annually, on route	To prevent disturbance of wintering birds in the saltmarsh by recreational users

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>sections BSA-2-S001 to BSA-2-S003 and on route section BSA-2-S028. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect wintering and passage birds from disturbance. During the exclusion period alternative routes will be provided. See maps BSA 2j to 2l and the Habitat Regulations Assessment accompanying this report for further detail.</p> <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ A set of information panels at entry points onto the Butley ■ Notices at explaining the sensitivity and asking people to keep to the path and observe the requirement to keep dogs on leads ■ Two benches to encourage use of the landward folding on the east side of the Butley when access to the main trail is excluded and the alternative route is in operation at BSA-2-S028 	<p>To provide information to protect over-wintering birds</p> <p>To encourage walkers use of the alternative route when the main trail is excluded.</p>

2.2.7 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility

2.2.8 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging and this is the case on sections of our proposed route because:

- The trail would follow an uneven grass or bare soil path along the seawall;
- There are structures in place to prevent the access or egress of livestock;
- There are steps in places where it would be necessary to ascend/descend steps when the alternative routes on both sides of the Butley are in operation and walkers are required to leave/re-join the seawall.

See part 6a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising statutory discretions:

2.2.9 Estuary

This report proposes that the trail should contain sections aligned on the Alde-Ore estuary complex to include the Butley and Ore Rivers, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river/estuary complex as far as Mill Lane and The Street, Chillesford, as indicated by the extent of the trail shown on maps 2a to 2l and Map A2 of the Overview.

See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposals.

2.2.10 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 2.3.1 below.

2.2.11 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 2.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 2.3.1] explaining what this means in practice.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.

Restrictions and/or exclusions:

2.2.12 **Restrictions and/or exclusions:** We have proposed to exclude and restrict access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

Exclusion of access to the saltmarsh/flat

2.2.13 Access to the saltmarsh and mud in the coastal margin between the Butley Ferry crossing (west side) and Orford Quay, seaward of route sections BSA-2-S001 to BSA-2-S045 (maps BSA2a to BSA2i), will be excluded all year round. This is proposed under section 25A of the Countryside and Rights of Way Act (2000) because we are satisfied that the land is unsuitable for public access. The exclusion

does not affect the route and will have no legal effect on land where coastal access rights do not apply. See map BSA E2 for further detail.

Most of the saltmarsh on the rivers Alde, Ore and Butley are subject to regular tidal inundation, and are generally uneven and wet underfoot, incised with creeks and channels, some of which would not be readily apparent to walkers. The areas of flat on the rivers Alde, Ore and Butley are predominantly soft mud at low tide that is difficult to walk on, and which becomes inundated when the tide rises.

Firmer areas along the shoreline that are traditionally used for recreational access, including the beach area south of The Cliffs on the east side of the Butley River on BSA-2-S033 to S0352 (map BSA 2f), are not excluded under Section 25A.

Exclusion of access for land management

2.2.14 Access to the coastal margin will be excluded all year round on reedbed at Chillesford, seaward of route sections BSA-2-S013 to BSA-2-S015 and route section BSA-2-S025 (map BSA 2d). This is proposed under Section 24 of the Countryside and Rights of Way Act (2000) for the purpose of land management, to protect a commercial crop from damage. This exclusion will not affect the route itself. See map BSA E2 for further detail.

The saltmarsh and mud flats on the Butley River transition into reedbed at the top of the rivers, and the areas where reed dominates are not included within the restriction boundary for the S25A exclusion. Some of the reedbed at the top of the Butley River is harvested as a commercial crop. In seeking to strike a fair balance between the interests of the public in having a right of access over the margin and the interests of the owner's land where coastal access rights would be conferred, we are proposing to exclude access to the coastal margin to prevent damage to the reed crop from recreational access use.

Exclusion of access for public safety

2.2.15 Access to the coastal margin will be excluded all year round to the horse paddocks in Chillesford, seaward of route sections BSA-2-S015 to BSA-2-S021 and BSA-2-S023 to BSA-2-S024 (map BSA 2d). This is proposed under Section 25(1)(b) of the Countryside and Rights of Way Act (2000) for the purpose of public safety. This exclusion will not affect the route itself. See map BSA E2 for further detail.

The temperament of the horses in the paddocks at Chillesford is unpredictable, and the individual paddocks where the horses are kept are quite confined with limited points of access. It is unlikely that horses and access users can avoid each other within these small compartments. To protect access users from possible conflict with the horses we are proposing to exclude coastal access rights all year round.

Exclusion of access for nature conservation

2.2.16 Access to the trail and adjacent coastal margin on the west and east sides of the Butley River will be excluded from 1 September to 31 March annually, on route sections BSA-2-S002 to BSA-2-S003 (map BSA 2a and 2b) and on route section BSA-2-S028 (map BSA 2e). This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect wintering and passage birds from disturbance. During the exclusion period alternative routes will be provided. See map BSA E2 and the Habitat Regulations Assessment accompanying this report for further detail.

2.2.17 Access to the trail and adjacent margin on the west side of the Butley River on route section BSA-2-S004 (map BSA 2c) will restrict accompanied dogs to short leads all year round. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way (CROW) Act (2000) to limit disturbance to internationally protected birds. See map BSA E2 and the Habitat Regulations Assessment accompanying this report for further detail.

Internationally protected birds, notably aggregations of non-breeding birds including avocet, Bewick's swan, redshank, ruff, shelduck, teal and wigeon, regularly use the intertidal area and adjacent saltmarsh for feeding and roosting during the winter and passage periods, and avocet are present year round on the Butley River. The Habitat Regulations Assessment concluded that allowing access to the trail on top of the seawall on both sides of the Butley River during winter and passage period, and allowing off lead dog access throughout the year on this section would cause a significant effect by disturbing the internationally protected bird species.

2.2.18 These directions will not prevent or affect:

- any existing local use of the land by right: such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.

2.2.19 Any such use is not prohibited or limited by these arrangements.

2.2.20 The directions we give are intended to avoid any new public rights being created over the area in question in view of 1) the difficult terrain of mudflats and saltmarsh, 2) the vulnerability of the reedbed to damage from recreational, 3) the risk to public safety from possible conflict with horses in confined areas and 4) the risk of disturbance to internationally protected birds.

Alternative routes

2.2.21 On the west side of the Butley River, the alternative route on sections BSA-2-A001 to BSA-2-A012 (maps BSA 2j and 2k) to be used from 1 September to 31 March each year when the direction is in force, leaves route section BSA-2-S002 (map BSA 2a) to follow a walked route west, then public right of way north by Burrow Hill, then a walked route east to join route section BSA-2-S003 (map BSA 2b).

2.2.22 On the east side of the Butley River, the alternative route on sections BSA-2-A013 to BSA-2-A015 (map BSA 2l) to be used from 1 September to 31 March each year when the direction is in force is in the folding on the landward side of the seawall.

Coastal erosion

2.2.23 Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct response to such changes.

2.2.24 Column 4 of tables 2.3.1 and 2.3.2 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps BSA 2a to BSA 2l as the proposed route of the trail.

2.2.25 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change in order for the overall route to remain viable, the new route

for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

Other future change:

2.2.26 At this point we do not foresee any other need for future changes to the access provisions that we have proposed within this report.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

2.2.27 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

2.2.28 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £43,071 and is informed by:

- information already held by the access authority, Suffolk County Council in relation to the management of the existing Suffolk Coast Path;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

2.2.29 There are a number of elements to the overall cost:

- A significant number of new signs and interpretation boards would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing Suffolk Coast Path.
- Any signs and information boards with outdated information about the existing route of the Suffolk Coast Path would require replacement.
- A number of gates will be installed to replace stiles to make the route easier to use.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where new steps, and trimmed vegetation (e.g. on the seawalls) would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signs & interpretation	£20,530
Steps, revetment, gaps, gates clearance	£15,123
Other (e.g. bench, etc.)	£1,800
Project management	£5,618
Total	£43,071 (Exclusive of any VAT payable)

2.2.30 Once the Secretary of State’s decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Suffolk County Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail

2.2.31 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

2.2.32 We estimate that the annual cost to maintain the trail will be £7,524.92 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England’s contribution to the maintenance of other National Trails.

Part 2.3: Proposals Tables

See Part 3 of Overview for guidance on reading and understanding the tables below

2.3.1 Section Details: Maps BSA 2a to BSA 2i – Butley Ferry (west side) to Orford Quay

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 2.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
BSA 2a	BSA-2-S001 FP	Public footpath	Yes - See table 2.3.4	Yes - bank			
BSA 2a	BSA-2-S002	Not an existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2b	BSA-2-S003	Not an existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2c	BSA-2-S004	Not an existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2c	BSA-2-S005	Not an existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2c	BSA-2-S006	Not an existing walked route	Yes - See table 2.3.4	No			
BSA 2c	BSA-2-S007	Not an existing walked route	Yes - See table 2.3.4	Yes - bank			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
BSA 2c	BSA-2-S008	Not an existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2c	BSA-2-S009	Other existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2c	BSA-2-S010	Other existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2c	BSA-2-S011	Other existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2c	BSA-2-S012	Other existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2d	BSA-2-S013	Other existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2d	BSA-2-S014	Other existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2d	BSA-2-S015	Public highway	Yes - See table 2.3.4	No			
BSA 2d	BSA-2-S016	Public highway	Yes - See table 2.3.4	No			
BSA 2d	BSA-2-S017	Public highway	Yes - See table 2.3.4	No			
BSA 2d	BSA-2-S018	Public footway (pavement)	Yes - See table 2.3.4	No	Pavement edge	Clarity and cohesion	
BSA 2d	BSA-2-S019	Public highway	Yes - See table 2.3.4	No	Pavement edge	Clarity and cohesion	
BSA 2d	BSA-2-S020	Public footway (pavement)	Yes - See table 2.3.4	No	Pavement edge	Clarity and cohesion	
BSA 2d	BSA-2-S021	Public highway	Yes - See table 2.3.4	No			
BSA 2d	BSA-2-S022	Public highway	Yes - See table 2.3.4	No			
BSA 2d	BSA-2-S023	Public footpath	Yes - See table 2.3.4	No			
BSA 2d	BSA-2-S024	Public footpath	Yes - See table 2.3.4	No			
BSA 2d	BSA-2-S025	Public footpath	Yes - See table 2.3.4	Yes - barrier			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
BSA 2d	BSA-2-S026	Public footpath	Yes - See table 2.3.4	Yes - bank			
BSA 2e	BSA-2-S027	Public footpath	Yes - See table 2.3.4	Yes - bank			
BSA 2e	BSA-2-S028	Not an existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2f	BSA-2-S029	Not an existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2f	BSA-2-S030	Not an existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2f	BSA-2-S031	Not an existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2f	BSA-2-S032	Not an existing walked route	Yes - See table 2.3.4	Yes - beach			
BSA 2f	BSA-2-S033	Not an existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2f	BSA-2-S034	Not an existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2f	BSA-2-S035	Other existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2f	BSA-2-S036	Public footpath	Yes - See table 2.3.4	Yes - bank			
BSA 2g	BSA-2-S037	Other existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2h	BSA-2-S038	Other existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2i	BSA-2-S039	Public footpath	Yes - See table 2.3.4	Yes - bank			
BSA 2i	BSA-2-S040	Public footpath	Yes - See table 2.3.4	Yes - bank			
BSA 2i	BSA-2-S041	Public footpath	Yes - See table 2.3.4	Yes - bank			
BSA 2i	BSA-2-042	Public footpath	Yes - See table 2.3.4	Yes - bank			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
BSA 2i	BSA-2-S043	Other existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2i	BSA-2-S044	Other existing walked route	Yes - See table 2.3.4	Yes - bank			
BSA 2i	BSA-2-S045	Public footpath	Yes - See table 2.3.4	Yes - barrier			

2.3.2 Alternative routes and optional alternative route details: Maps BSA 2j to BSA 2l - Butley Ferry to Butley Marshes and Cook's Barn to The Fleet.

Notes on table:

- Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: Other options considered.
- Column 4 – 'No' means no roll-back is proposed for this route section. 'Yes – normal' means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
- Column 4 – 'Yes – see table 2.3.4' means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
- Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route's centre line.

On west side of Butley

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
BSA 2j	BSA-2-A001	Other existing walked route	Yes - See table 2.3.4	Steps	Steps	Either edge of feature

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
BSA 2j	BSA-2-A002	Other existing walked route	Yes - See table 2.3.4	Track	Track	Either edge of feature
BSA 2j	BSA-2-A003	Public footpath	Yes - See table 2.3.4	Path	Path	Alternative route is the definitive width of public right of way.
BSA 2j	BSA-2-A004	Public footpath	Yes - See table 2.3.4	Track	Track	Either edge of feature
BSA 2j and BSA 2k	BSA-2-A005	Public footpath	Yes - See table 2.3.4	Track	Track	Either edge of feature
BSA 2k	BSA-2-A006	Public footpath	Yes - See table 2.3.4	Track	Track	Either edge of feature
BSA 2k	BSA-2-A007	Public footpath	Yes - See table 2.3.4	Track	Track	Either edge of feature
BSA 2k	BSA-2-A008	Public footpath	Yes - See table 2.3.4	Track	Track	Either edge of feature
BSA 2k	BSA-2-A009	Other existing walked route	Yes - See table 2.3.4	Track	Track	Either edge of feature
BSA 2k	BSA-2-A010	Other existing walked route	Yes - See table 2.3.4	Track	Track	Either edge of feature
BSA 2k	BSA-2-A011	Other existing walked route	Yes - See table 2.3.4	Track	Track	Either edge of feature

On east side of Butley

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
BSA 2l	BSA-2-A013	Not an existing walked route	Yes - See table 2.3.4	Steps	Steps	Either edge of feature
BSA 2l	BSA-2-A014	Not an existing walked route	Yes - See table 2.3.4			
BSA 2l	BSA-2-A015	Not an existing walked route	Yes - See table 2.3.4	Steps	Steps	Either edge of feature

2.3.3 Other options considered: Maps BSA 2a to BSA 2I - Butley Ferry (west side) to Orford Quay

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
BSA 2a to 2d	BSA-2-S002 to BSA-2-S016	We considered aligning the trail: <ul style="list-style-type: none"> ■ along the public footpath and track that forms the existing Suffolk Coast Path 	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is closer to the estuary than the public footpath and track and would afford better views of the estuary ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
BSA 2a to 2c	BSA-2-S002 to BSA-2-S008	We considered aligning the trail: <ul style="list-style-type: none"> ■ on the landward folding of the seawall 	<ul style="list-style-type: none"> ■ it is closer to the estuary than the public footpath and track and would afford better views of the estuary ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
BSA 2d	BSA-2-S015 to BSA-2-S024	We considered aligning the trail: <ul style="list-style-type: none"> ■ along the northern edge of the reedbed between Mill Lane and the public right of way east of Decoy Wood ■ within the horse paddocks adjacent to The Street, Chillesford ■ south of the curtilage of the horse paddocks adjacent to The Street, Chillesford 	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it provides a more robust and safer surface ■ it is less prone to tidal inundations ■ it takes walkers past local amenities ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
BSA 2e to 2f	BSA-2-S027 to BSA-2-S031	We considered aligning the trail east along the track past Cook's Barn then south on the track parallel to the seawall, through a field leading into Gedgrave Broom then southwest along a woodland track, back towards the seawall	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is closer to the estuary and would afford better views of the estuary ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
BSA 2d to 2i	BSA-2-S024 to BSA-2-S045	We considered aligning the trail along the public footpath via Sudbourne Park to Orford	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is closer to the estuary than the public footpath and would afford better views of the estuary ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
BSA 2d to 2f BSA 2d to 2h	BSA-2-S024 to BSA-2-S036 BSA-2-S024 to BSA-2-S038	We considered aligning the trail along the public footpath and tracks from east of Decoy Wood via Sudbourne Park: <ul style="list-style-type: none"> ■ past Richmond Farm and Ferry Cottage back to the seawall Or from Sudbourne Park: <ul style="list-style-type: none"> ■ past Richmond Farm and back to the seawall at Tide Gauge 	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is closer to the Butley and Alde-Ore estuaries than the public footpath and would afford better views of the estuaries ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
BSA 2e	BSA-2-S028	We considered aligning the trail along the landward folding of the seawall	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is slightly closer to the Butley estuary than the landward folding and would afford better views of the estuary ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
BSA 2a to 2f	BSA-2-S002 to BSA-2-S036	We considered using the Butley Ferry	Please see part 5 of the Overview which, using the section 301 criteria outlined in Chapter 10 of the Coastal Access Scheme, considers the use of estuary discretion, in detail, at this location.

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

2.3.4 Roll-back implementation – more complex situations: Map(s) BSA 2a to BSA 2l- Butley Ferry (west side) to Orford Quay

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
BSA 2a to 2i	BSA-2-S001 to BSA-2-S045	Marshes, grazing marshes, arable fields, properties	The vast majority of the trail in this report is aligned on top of the seawall. If this structure were to become unusable as the trail as a result of, for example, coastal processes, we would need find a new alignment for the trail.
BSA 2j to 2l	BSA-2-A001 to BSA-2-A015		<p>If it is no longer possible to find a viable route seaward of any:</p> <ul style="list-style-type: none"> ■ excepted land such as buildings, curtilage, gardens, etc. ■ protected sites whose designated features are sensitive to public access <p>we would choose a route landward of it following discussions with any potentially affected owners and occupiers and relevant experts.</p> <p>If the existing seawall is breached or is no longer viable as a walking route, the trail is likely to be adjusted to follow any new flood bank, or coastal defences.</p> <p>Any new route would seek to achieve a fair balance between various interests at any location.</p>

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 2.4: Proposals Maps

2.4.1 Map Index

Map reference	Map title
BSA 2a	Butley Ferry (west side) to Butley Marshes
BSA 2b	Butley Marshes
BSA 2c	Butley Marshes to Butley Mills
BSA 2d	Butley Mills to Cook's Barn
BSA 2e	Cook's Barn to The Fleet
BSA 2f	The Fleet to Butley Ferry (east side)
BSA 2g	Butley Ferry (east side) to Inset Point
BSA 2h	Inset Point to Tide Gauge, Gedgrave Marshes
BSA 2i	Tide Gauge, Gedgrave Marshes to Orford Quay
BSA 2j	Alternative Route: Butley Ferry (west side) to Bush Covert
BSA 2k	Alternative Route: Bush Covert to Butley Marshes
BSA 2l	Alternative Route: Cook's Barn to The Fleet
BSA E2	Directions to exclude/restrict access - as proposed for area covered by Report BSA2

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

Infrastructure types

For status of each, where shown on map, see colour codes below

Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

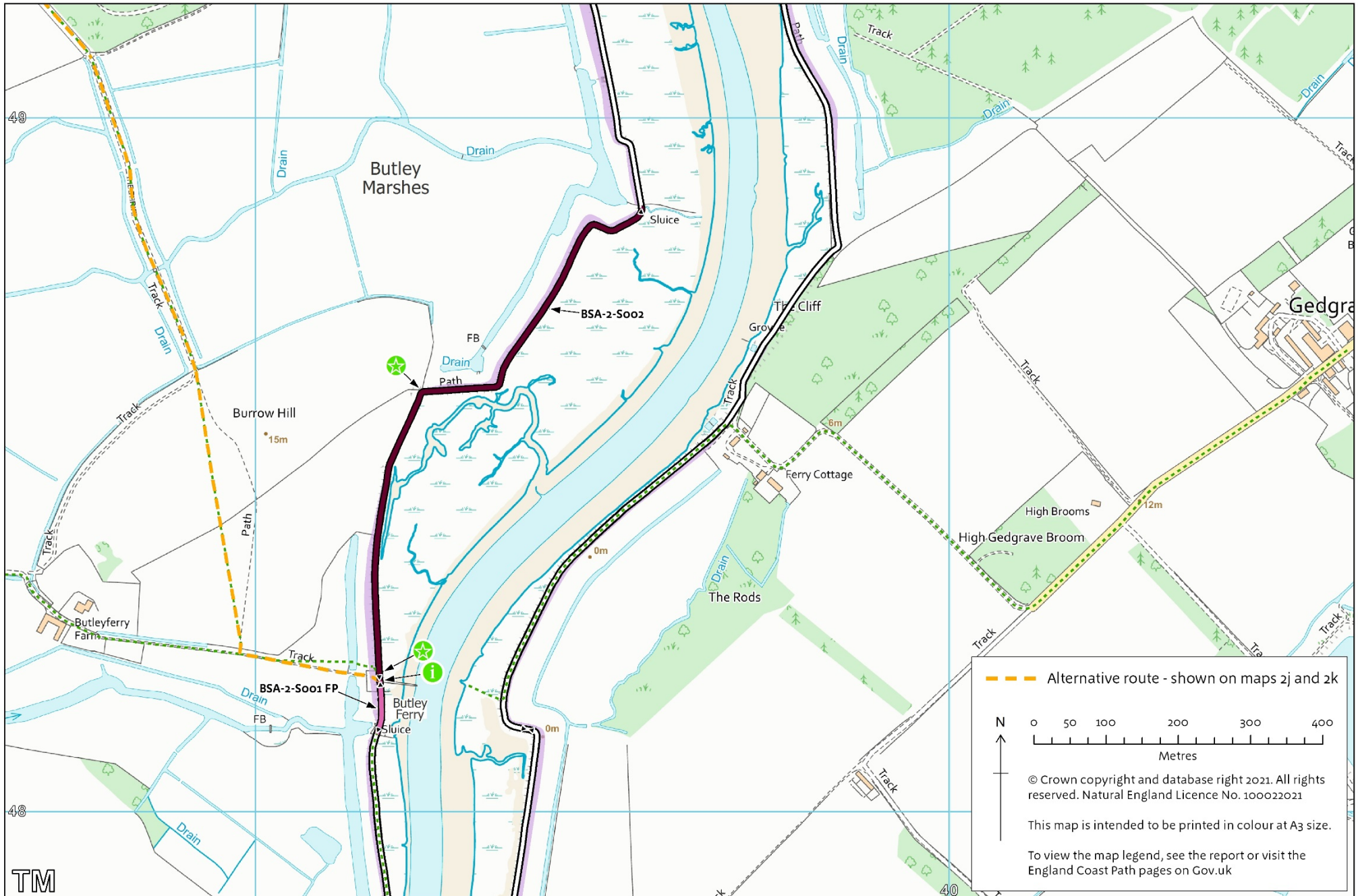
Infrastructure status

Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- Existing steps to be retained
- New steps required
- Existing steps to be removed

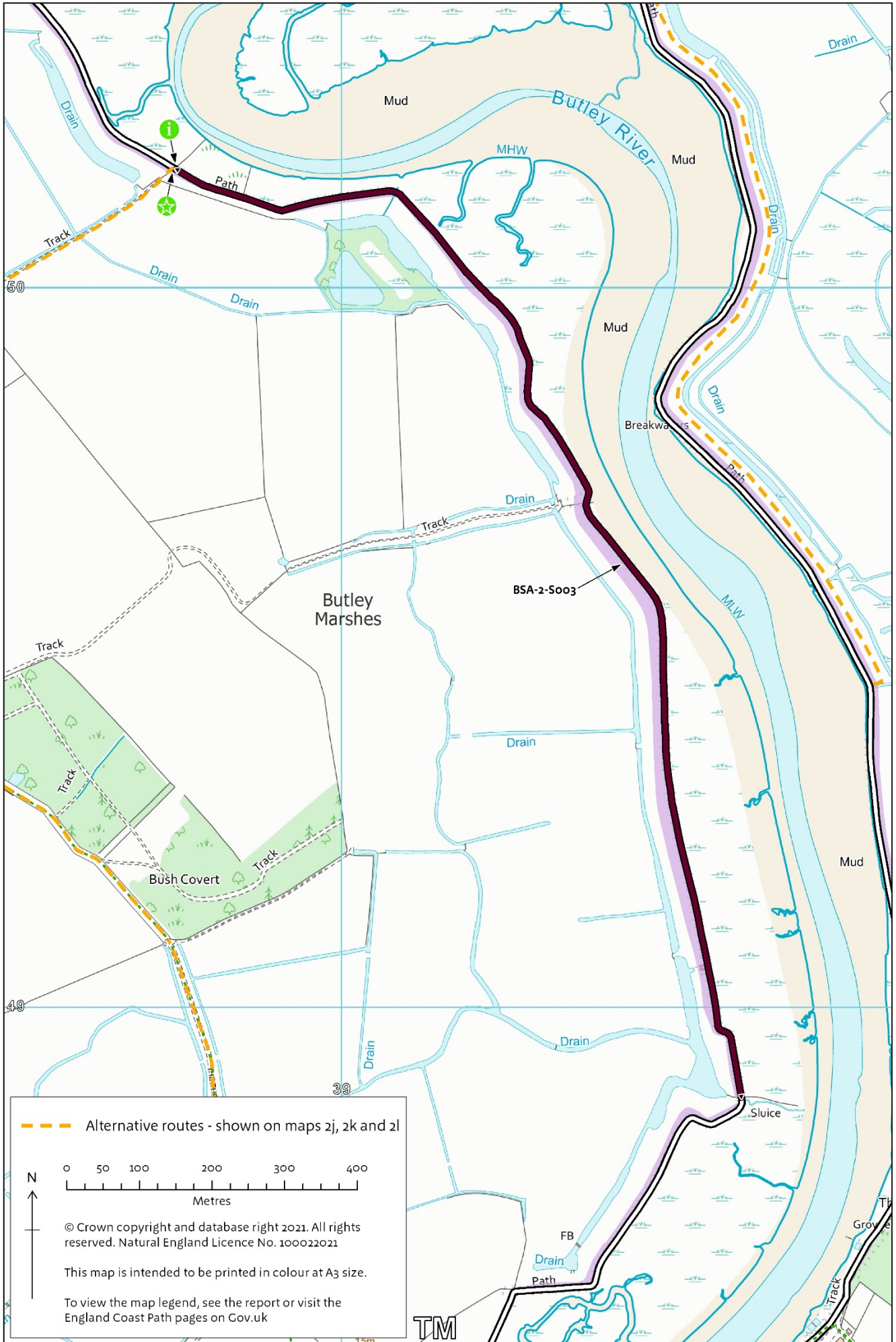
* Please note that the items in this legend may not all be present on an individual map or report.

Map BSA 2a - Butley Ferry (west side) to Butley Marshes

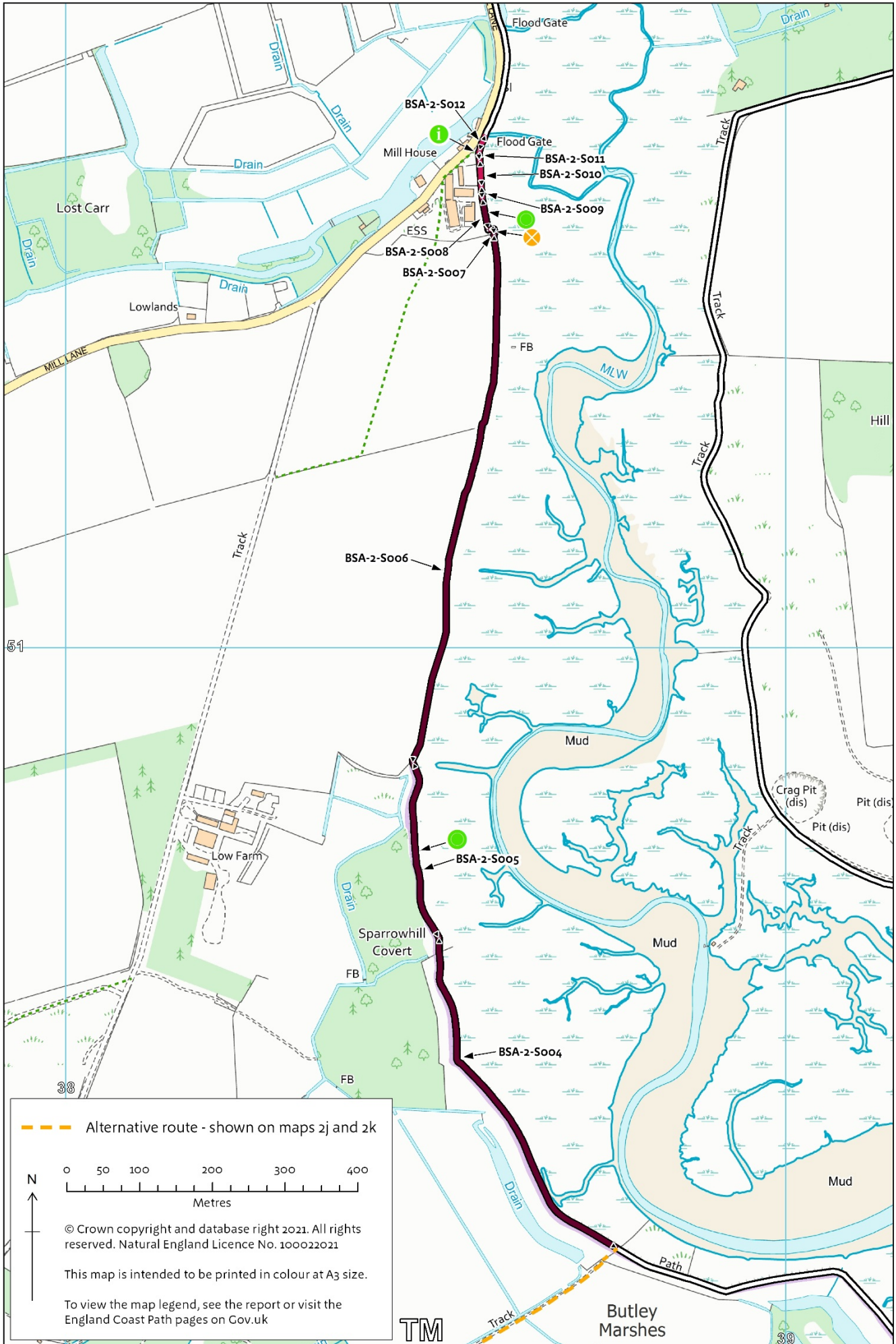


Map BSA 2a - Butley Ferry (west side) to Butley Marshes

Map BSA 2b - Butley Marshes



Map BSA 2c - Butley Marshes to Butley Mills

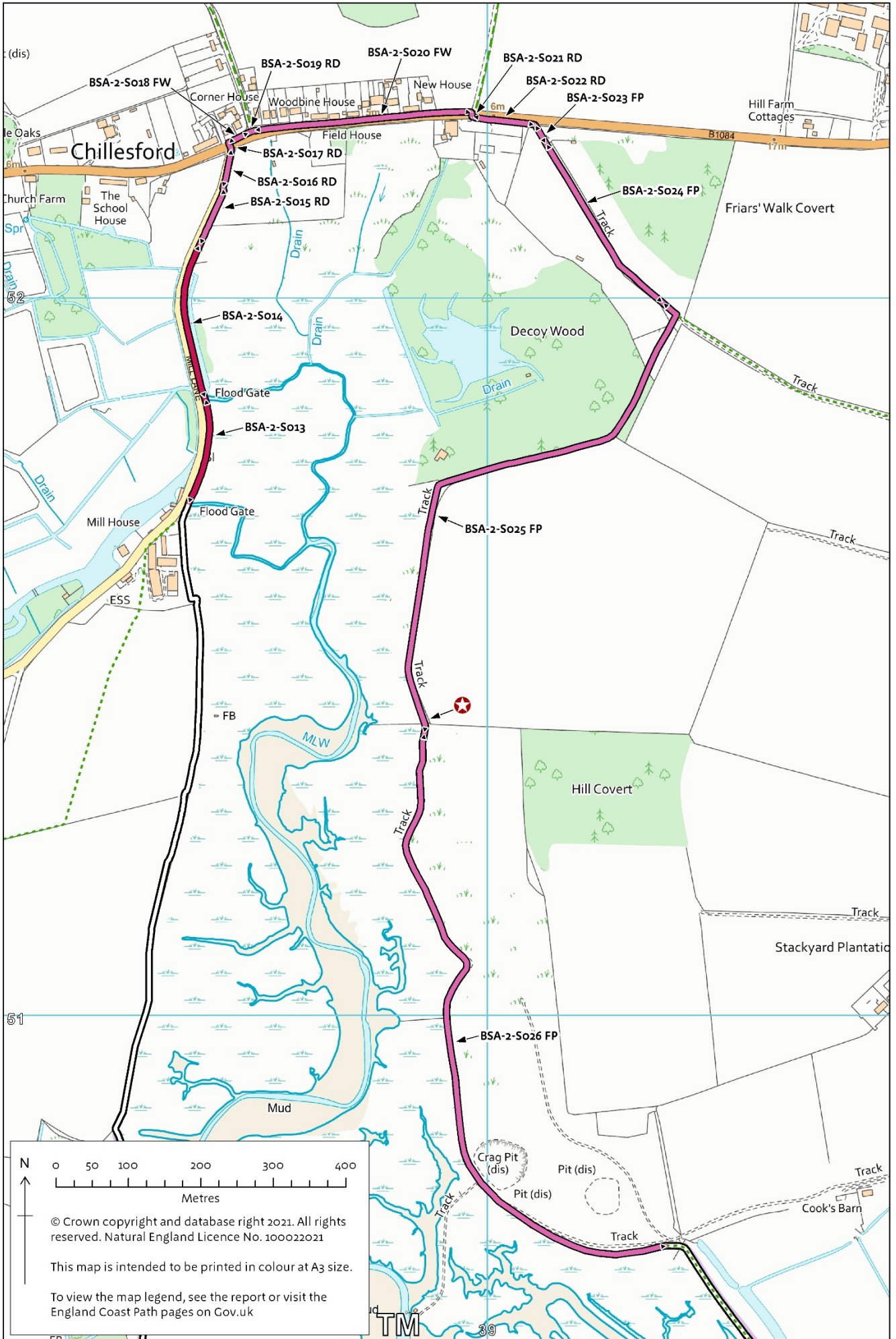


— — — Alternative route - shown on maps 2j and 2k

N
 0 50 100 200 300 400
 Metres

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 This map is intended to be printed in colour at A3 size.
 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

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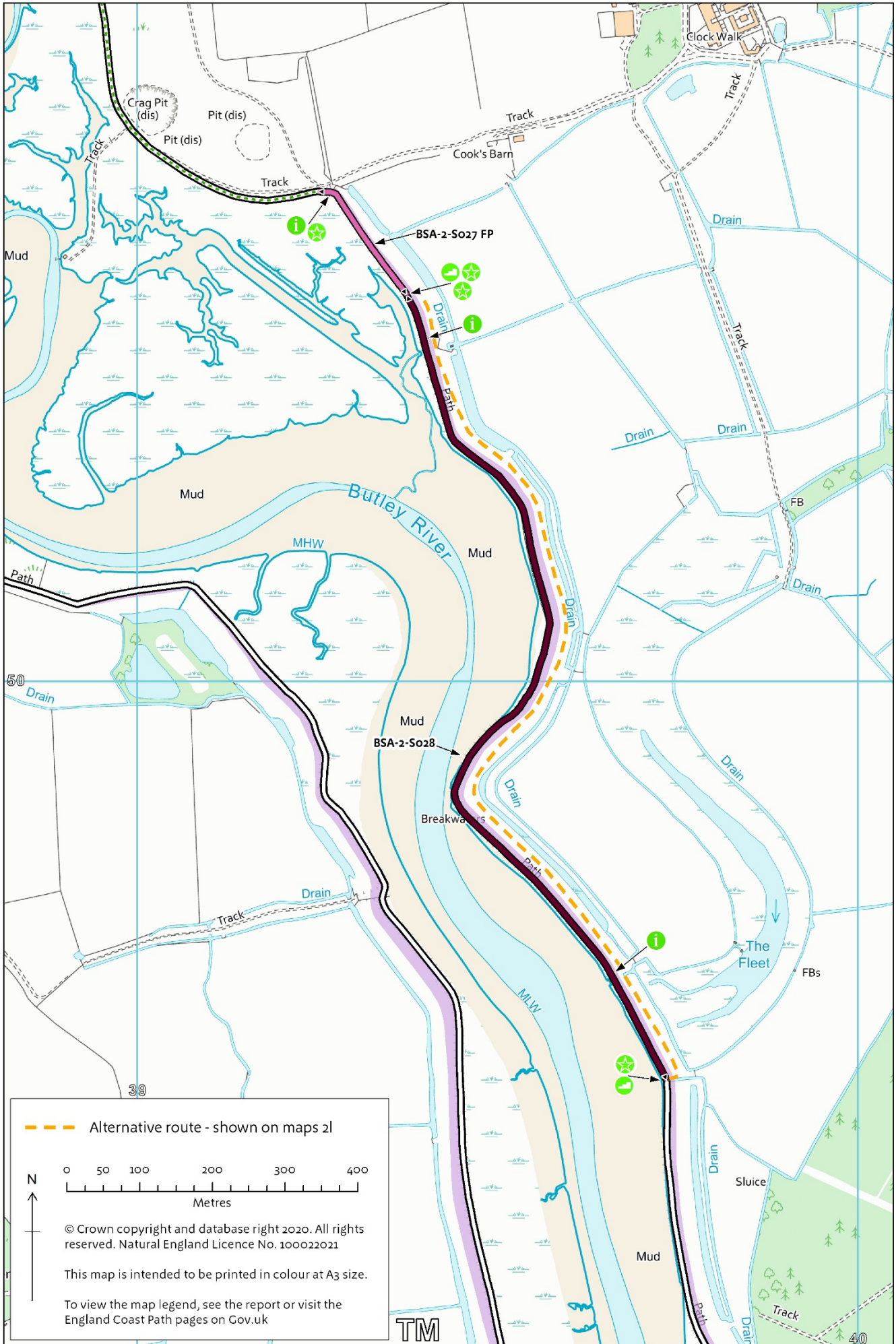
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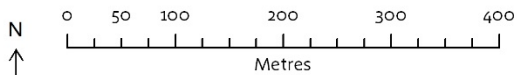
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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

TM 39



--- Alternative route - shown on maps 2l

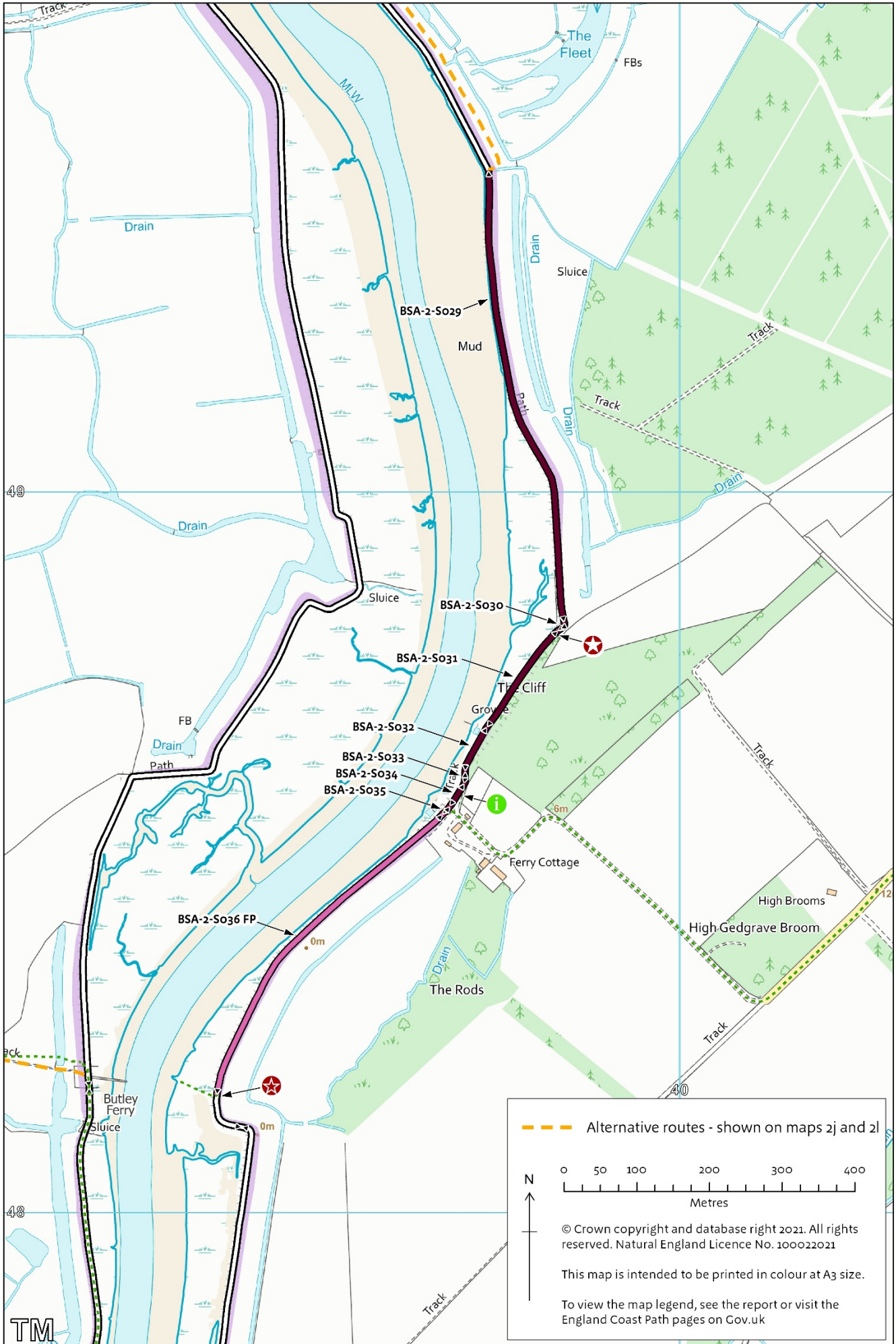


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--- Alternative routes - shown on maps 2j and 2l

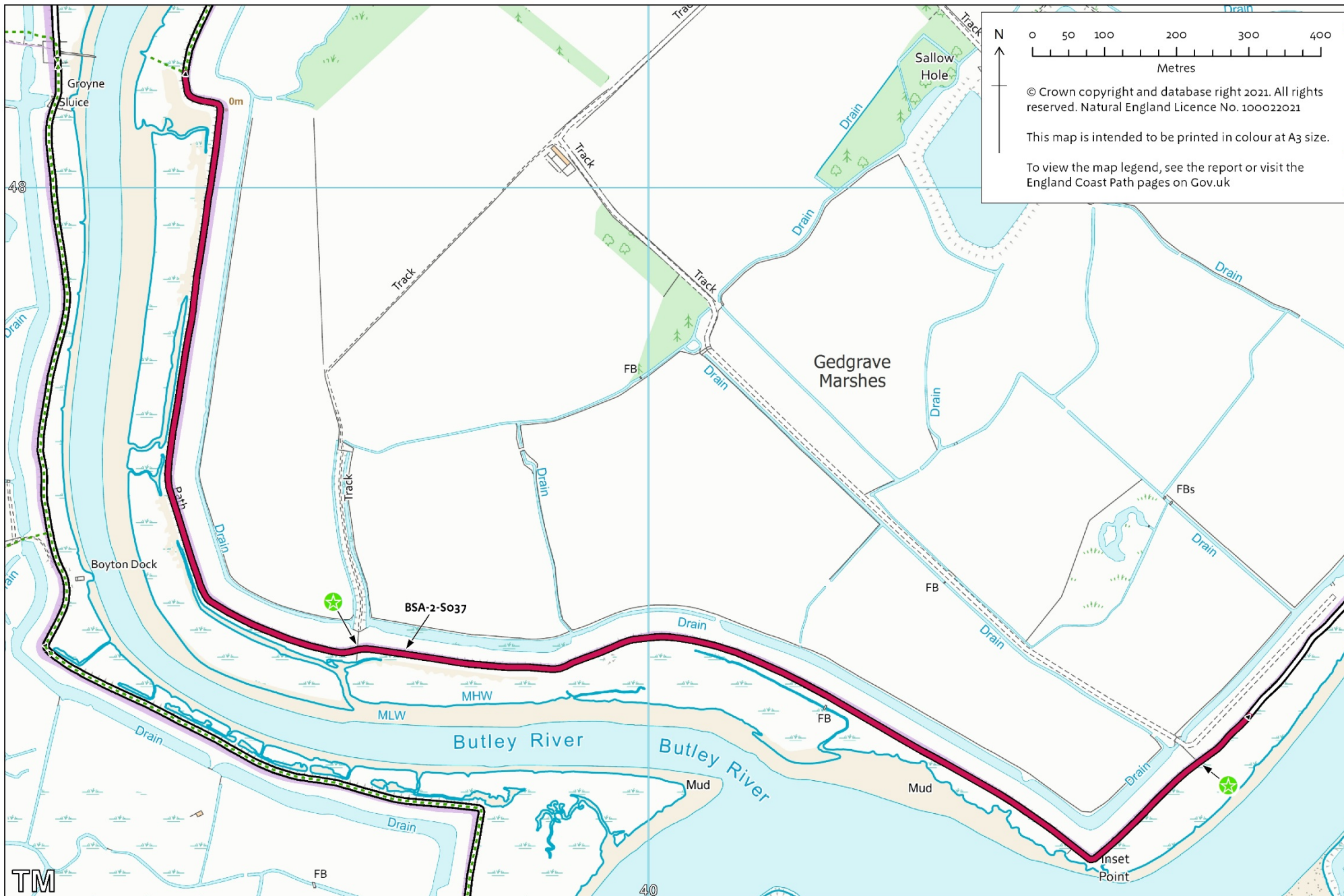
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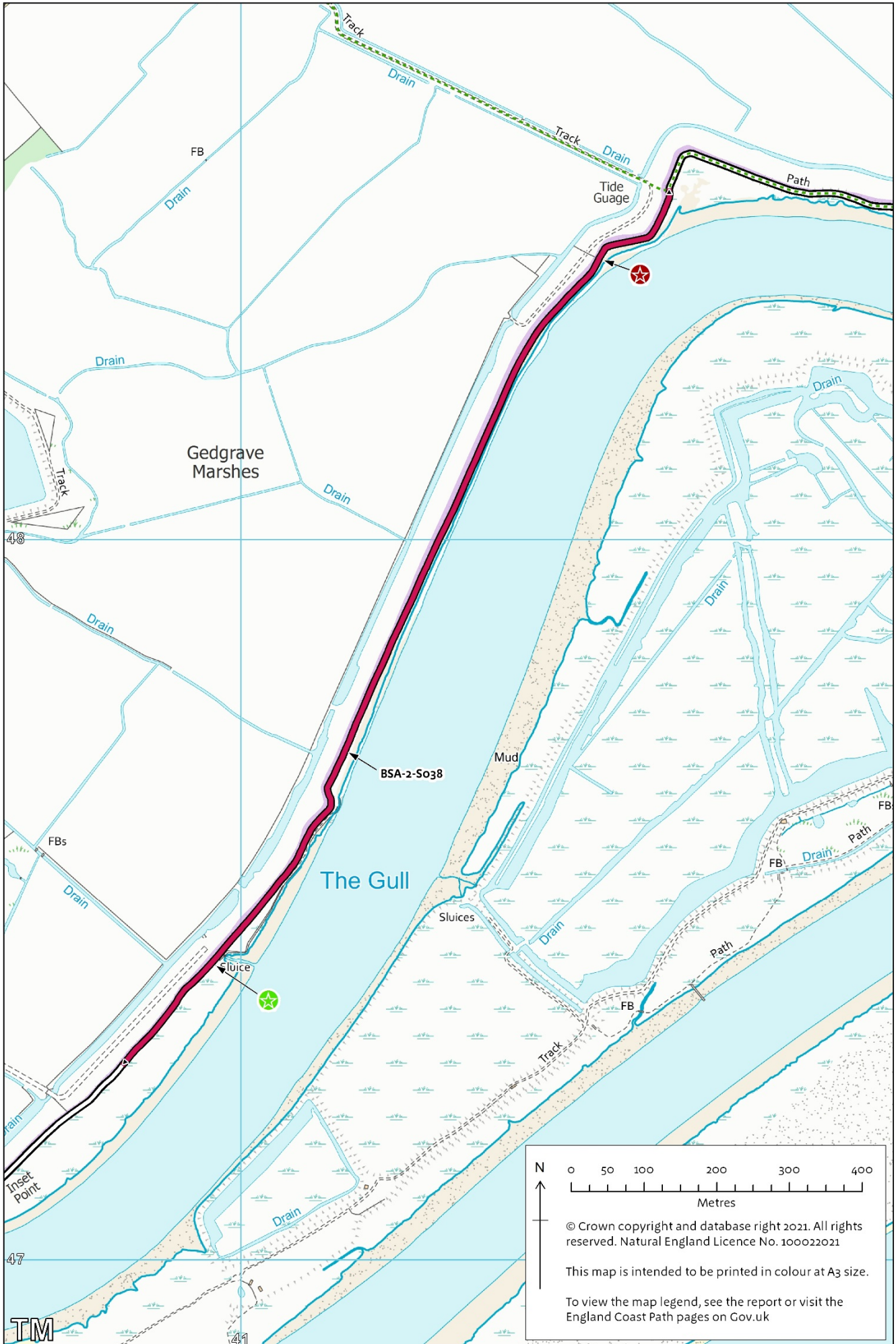
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map BSA 2g - Butley Ferry (east side) to Inset Point

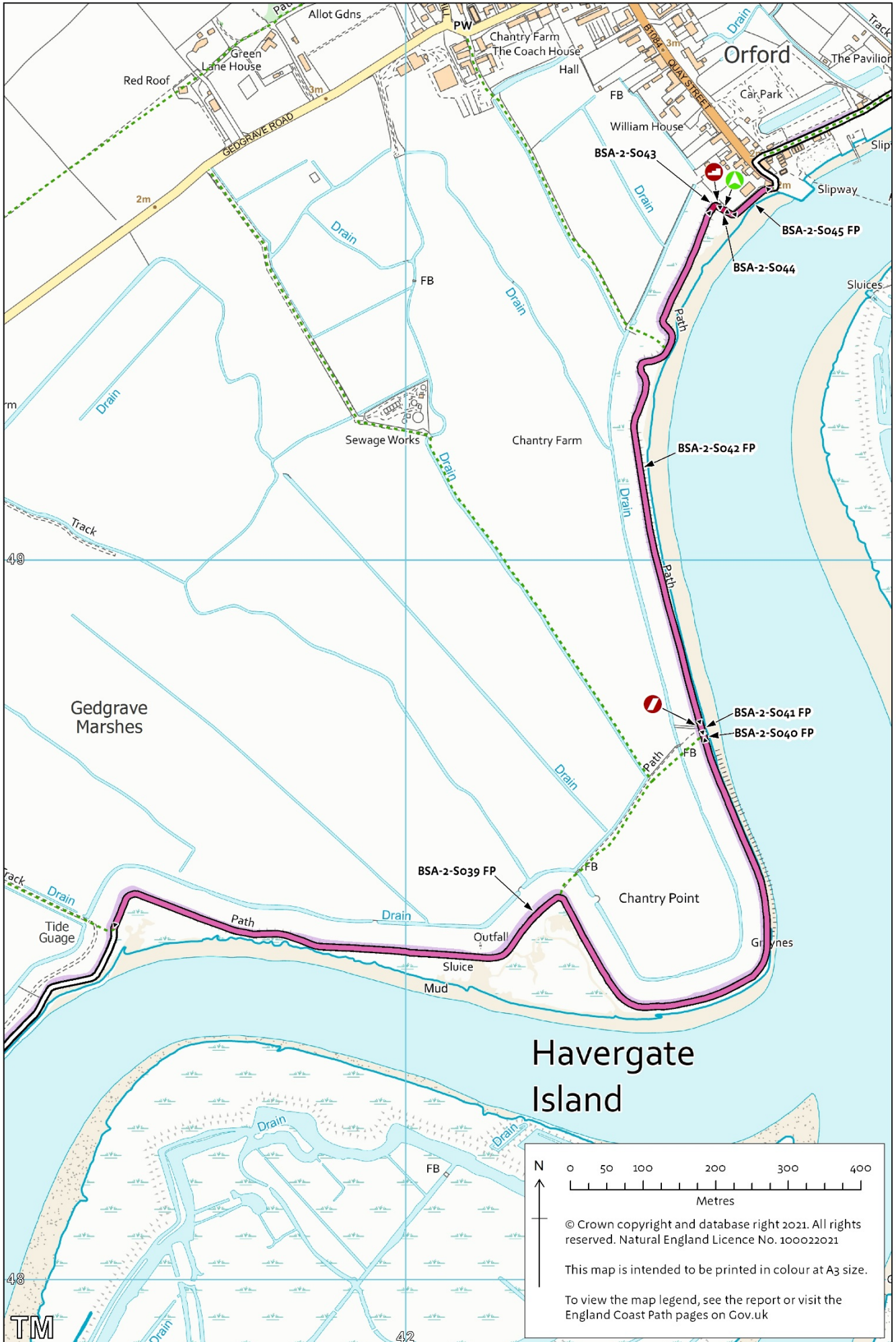


Map BSA 2g - Butley Ferry (east side) to Inset Point

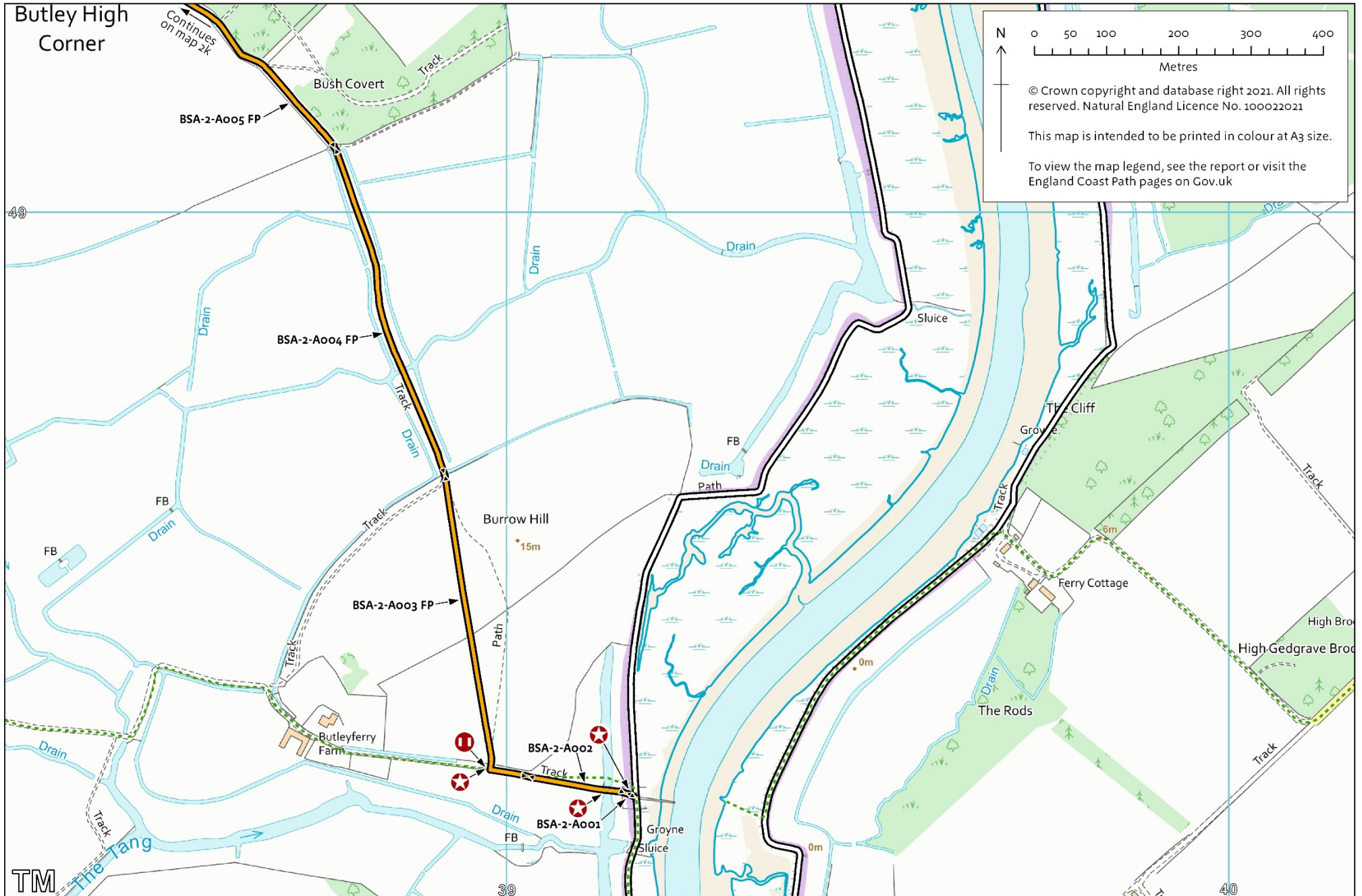
Map BSA 2h - Inset Point to Tide Gauge, Gedgrave Marshes



Map BSA 2i - Tide Gauge, Gedgrave Marshes to Orford Quay

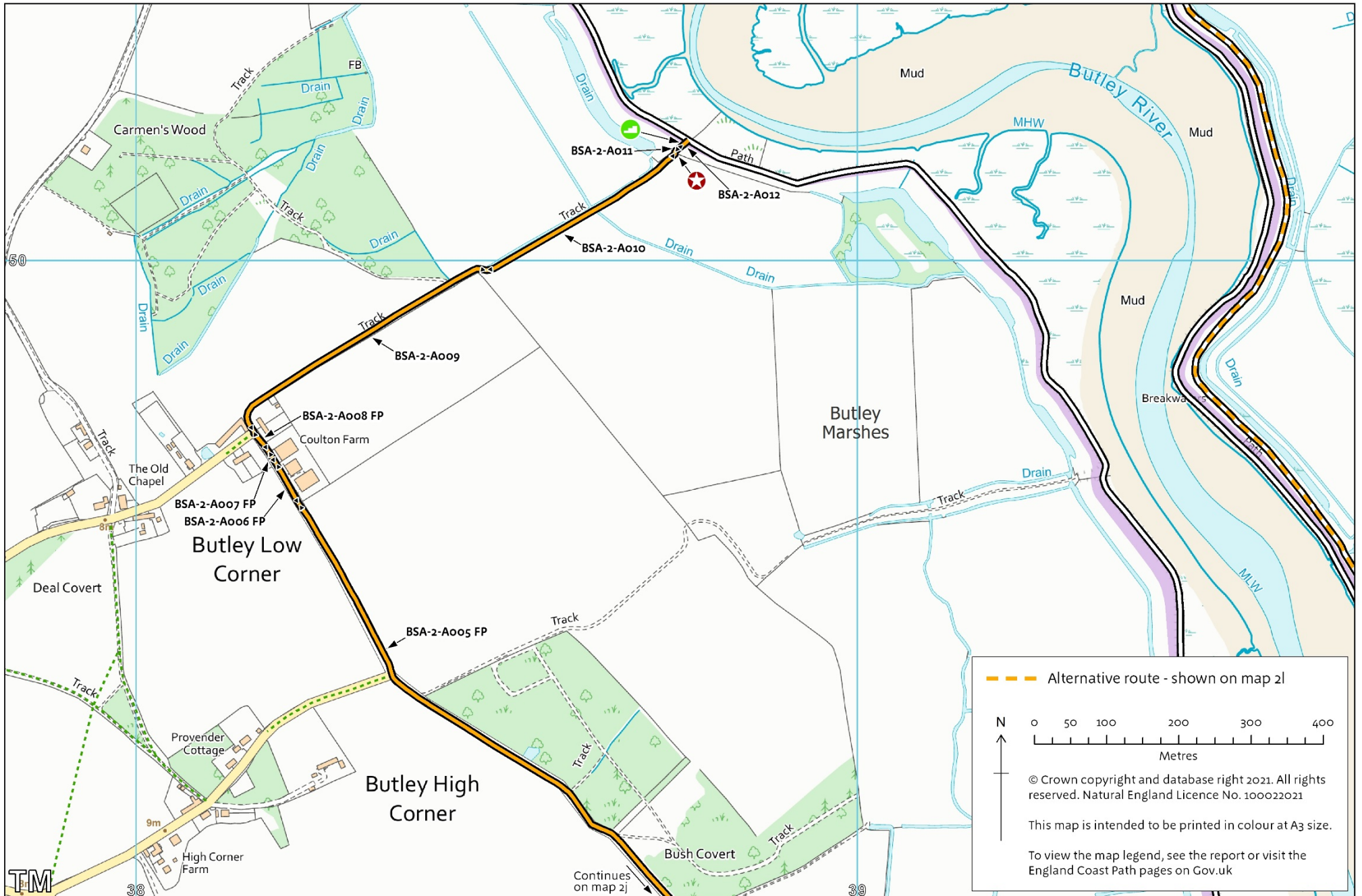


Map BSA 2j - Alternative Route: Butley Ferry (west side) to Bush Covert

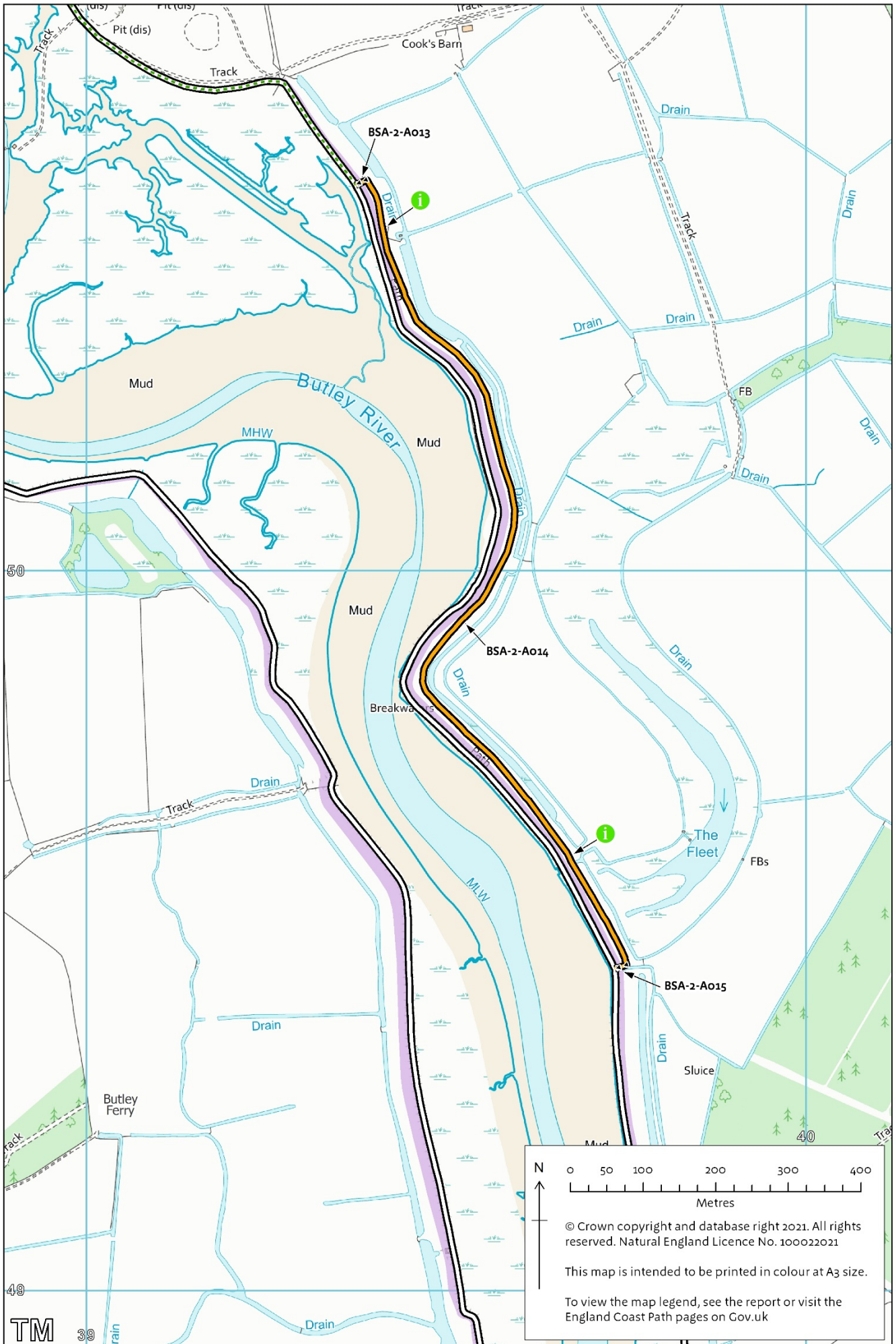


Map BSA 2j - Alternative Route: Butley Ferry (west side) to Bush Covert

Map BSA 2k - Alternative Route: Bush Covert to Butley Marshes

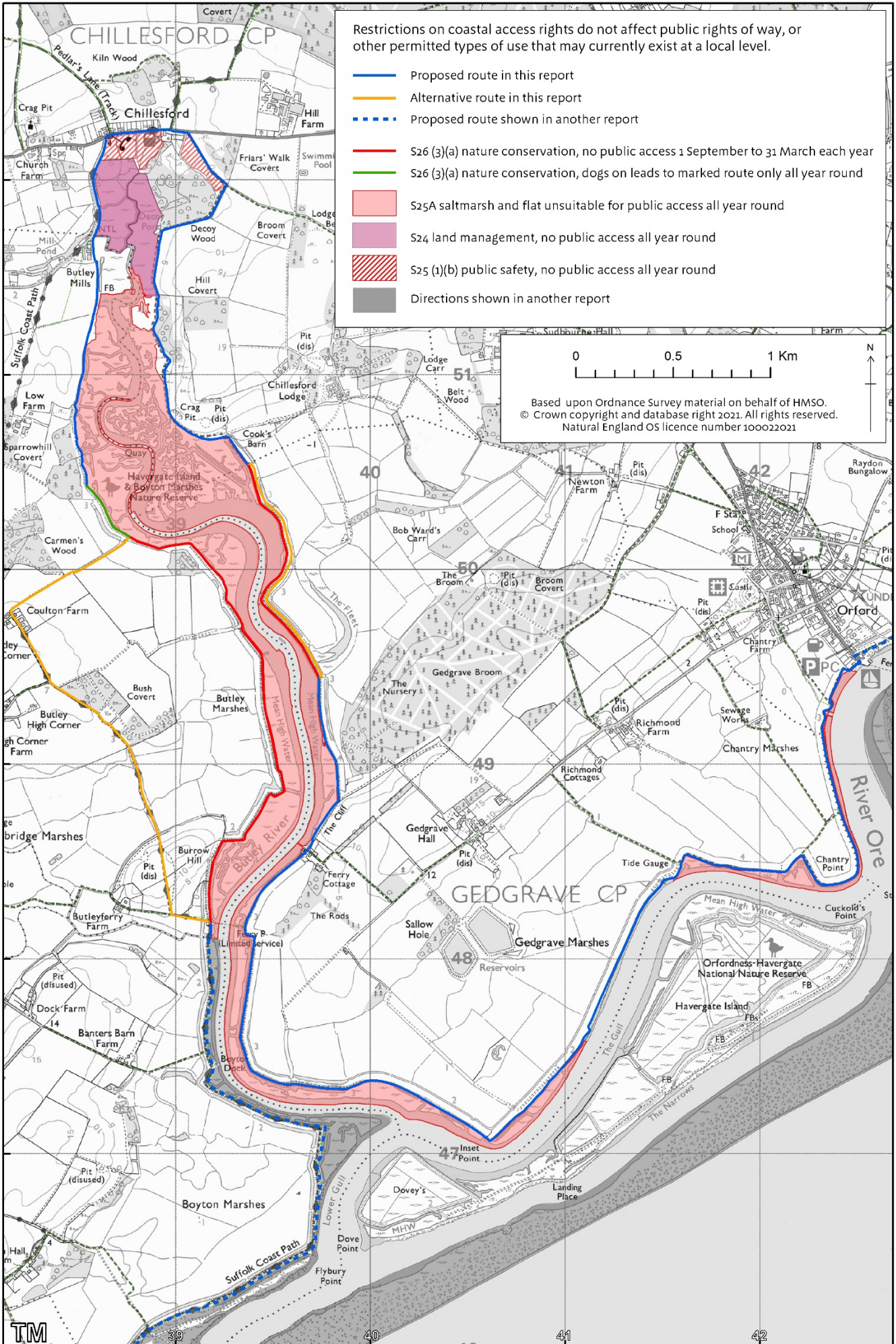


Map BSA 2k - Alternative Route: Bush Covert to Butley Marshes



Map BSA E2:

Directions to exclude/restrict access - as proposed for area covered by Report BSA2



Map BSA E2: Directions to exclude/restrict access - as proposed for area covered by Report BSA2